

A SHORT DESCRIPTION

OF THE

ROUTE KAJANA—WAALA—ULEÅBORG.

WITH TOURIST MAP.



19¹³/₆20.



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A SHORT DESCRIPTION

OF THE

ROUTE KAJANA—WAALA—ULEÅBORG.

The steamer „Salo II“ leaves KAJANA for WAALA daily sundays excepted at 7:30 a. m. Breakfast is served on the steamer during the 4—5 hours trip.

The route lies at first through narrower waters, until, after the church of PALTAMO has been passed, the wide „Ärjän-selkä“ opens out before one like a sea. During the early summer, when the water is high in the lakes, the steamer, after crossing „Ärjänselkä“, runs through the narrow channel „KAIVANTO“, north of the island MANAMANSALO. When the water is low a detour has to be made round the island by the south, through the deeper channel „ALASALMI“. Westward of Manamansalo the wide „LAISKANSELKÄ“ is crossed to the village SÄRÄIS-NIEMI, after which the steamer reaches WAALA about noon. Waala is situated at the outlet of the Uleå-lake into the Uleå-river.

The ULEÅ-LAKE (finnish-Oulu-järvi) is the collecting-place for the many waters running from the Sotkamo and Hyrynsalmi districts, and has a length of about 80 kilometres and an area of about 984 sq. kilometres. It is about 123 metres above the sea level. There are very few islands; the greatest MANAMANSALO with an area of 74

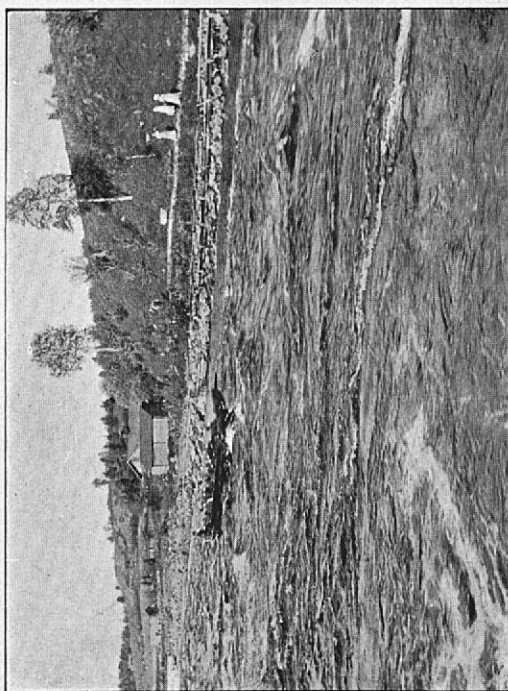
sq. kilometres divides the lake into two parts. North of this is the narrow „KAIVANTO“, which is said to have been dug by the Russians during one of the many invasions of earlier times.

On a small island to the left of the steamer route, and also on Cape Säräisniemi, there are remains of tombs dating from the time when Finland was inhabited by the Laplanders.

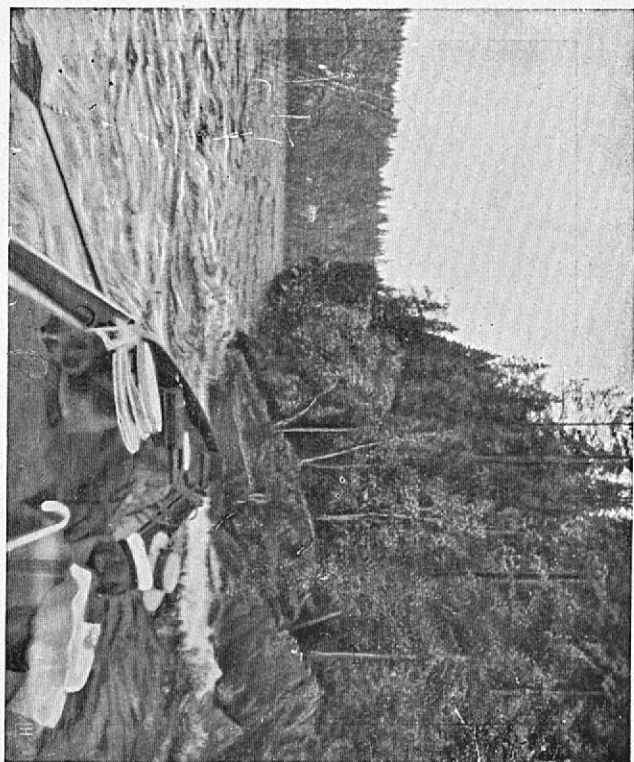
WAALA is the harbour for the districts north and east of the Uleå-lake, and offers good opportunities for angling (particulars may be had from the representative of the Tourist Society). On the left bank, about 2 kilometres down the river, the Finland Tourist Society have the fishing-box „UUTELA“ for the use of anglers.

The representative of the Tourist Society at Waala is kapt. Pirinen on S/S „Salo II“, through whom dinner at Muhos may be ordered, and from whom advice or information may be obtained. Soon after the arrival at Waala, the comfortable riverboat of the Society, in charge of a trustworthy river- or rapid-pilot, starts down the „NISKAKOSKI“-rapids („niska“ = neck, „koski“ = rapid).

These rapids, about 8—9 kilometres in length, consist of the sharper rapids (Finnish = „korvat“ = ears) „KAUKO“, „JYLHÄMÄ“, „SIITARI“, „OTERMA“, „PYTERÖ“, „KOVERO“, and „NUOJUA“, connected by the calmer waters (Finnish = „lampi“, pl. „lammet“ = pool) „KOLEHMAISENLAMPI“, LAMMINLAMPI“ and others. An island, KAUONSAARI“, divides the first rapid into two short rapids, of which only the one on the right is navigable. Below this, the old disused iron-works „Myllyranta“ are passed on the left bank, and a little later the Tourist Society's fishing-box „Uutela“. All the rapids of the Niskakoski are passed in about half an hour, after which the boat is taken in tow by the Society's motor-boat „Ahmas“ to AHMASKOSKI (ahmas = glutton), which rapid is reached about an hour and a half after leaving Waala. The descent of these rapids is again made in the river boat



Niskakoski.



Lepikkallio.

and in another half-hour. „KOSKISAARI“ (Rapid-island) is reached. Here, passengers change into the Society's motorboat „Pyhä“, in which the journey is continued through the still-waters „Utasuvanto“, the rapid „Utakoski“ and the little lake „Utajärvi“, to the farm Merilä, where a second river-boat waits to convey passengers down the „Holy-rapids“. There is a telephone at Merilä that may be used by passengers.

Leaving Merilä, the boat passes through „Sotka-koski“ („sotka“ = wild duck) into the long Sotka. Lake, where one can already hear the roar of the first rapids in the twenty kilometres long stretch of more or less violent currents, that form the

„PYHÄ-KOSKI“ (The Holy Rapids).

Soon the boat dashes through the two foaming rapids of the „PASKOKOSKI“ into the long „FILPUKSEN SUVANTO“, with stiller water but a strong current, after which the „PÄLLI“, perhaps the most furious of the „korvat“, again provides short excitement. Then for a distance the speed is lessened, until at the farm „HÄIKIÖ“ the real „Holy-Rapids“, so named by the peasants, with nine kilometres of eternally seething swiftly rushing waters, commence. This is the most beautiful part of the journey. During the whole nine kilometres one can hardly distinguish between the violent „korvat“ and the supposed still-waters between. — Higher and more precipitous grow the shores. The forests reach from the tops of the high banks down to the waters edge, broken only here and there by the rugged surfaces of rocks, that rise perpendicularly out of the water, and sandy precipices, on the edges of which are perched little huts, with their tiny patches of cultivated ground which seem on the point of toppling into the stream.

At LEPPIKALLIO the boat dashes straight towards a wall of rock; but at the last moment a quick turn sends the boat across the stream to another rock, the RAKAN-KALLIO, along the side of which the boat rushes on until at last the violence of the stream diminishes, and after a last spurt one glides into the calm „Montanlampi“. From this the little „Montankoski“ leads into the beautiful „KEINÄLÄN VIRTÄ“, („virtä“ = stream), over the green banks of which one can catch a glimpse of Muhos church.

Of all the rapids in Finland „Pyhäkoski“ has the greatest height of fall, about 57 metres. The power of the rapids has been calculated to be about 292,000 horsepower, of which however only 44,000 could be used by diverting the waters of Sotkajärvi through a canal to the Muhos-river, which flows into the Uleå-river below the „Pyhäkoski“ at Muhos.

If the descent has not been delayed by adverse winds, the landing stage at Mr. Öhrnberg's house at Muhos is reached two hours after leaving Merilä. The whole journey from Waala to Muhos has thus taken about 5 ½ hours, including the stay at Koskisaari.

During this last part of the journey, the steamer calls at numerous landing-stages along the low shores. The idyllic „MADETKOSKI“, near which one passes the Salmon-Culture-Station, kept by the state, is a last little reminder of the rapids one has passed during the day.

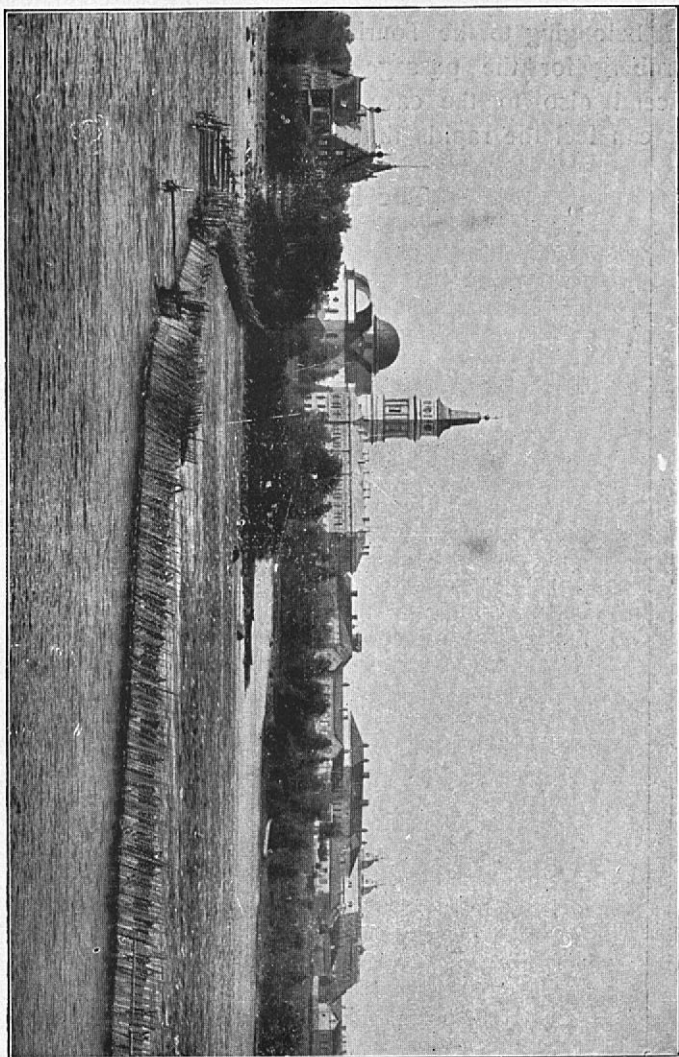
For those who prefer to rest at Muhos and enjoy the beautiful, Northern summer night, and for those who in the late summer arrive at Muhos after the departure of the steamer, the rooms in Innkeeperhouse at Muhos churchvillage, situated near the landing stage, afford good clean accommodation with attendance and tea and coffee etc.

A walk to „LEPPINIEMI“ on the north bank of the river is well worth making. A beautiful view of the rapids

at Leppikallio can be obtained there. The path, about seven kilometres long, has been clearly marked out, and a boat belonging to the Tourist Society may be had from Mr Öhrnberg for the passage across the river. One should descend also to the cave at the foot of the rock, where one can feel the rapids thundering below ones feet.

The Finnish Tourist Society.





Uieåborg

Merkkien selitys:

Explanatory notes:

Zeichenerklärung:

TURISTIKARTTA

matkasta Kajaani-Oulu.

SUOMI-FINLAND.

Teckenförklaring:

Разъяснение знаков:

	Talaja.	Farms.	Höfe.
	Kievari.	Posting inn.	Poststation.
	Lohipato.	Salmon Weir.	Lachszaun.
	Lehtimetsää.	Leafy wood.	Laubwald.
	Havumetsää.	Pine wood.	Nadelwald.
	Sekametsää.	Mixed wood.	Gemischter Wald.
	Kalansiitoslaitos.	Establishment for pisciculture.	Anstalt für Fischzucht.
	Lappalaisten hautoja.	Laplander tombs.	Lappengräber.
	Kirkko.	Church.	Kirche.
	Laivareitti.	Roadstead.	Fahrwasser.
	Rautatehtaan rauniot.	Ruins of Ironworks.	Ruinen eines Eisenwerks.
	Sahalaitos.	Sawmill.	Sägemühle.
	Selluloosatehdas.	Sulphite Pulp Mill.	Cellulosefabrik.

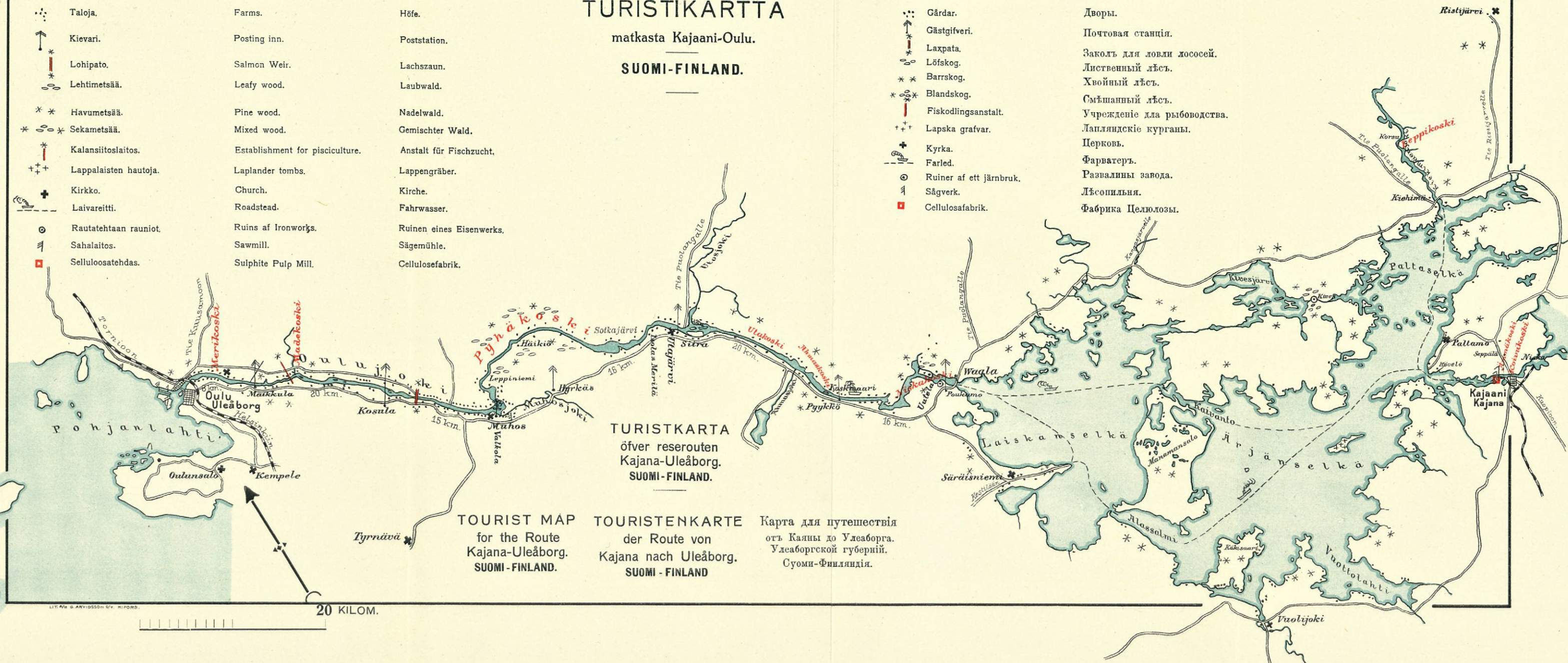
	Gårdar.	Дворы.
	Gästgifveri.	Почтовая станция.
	Laxpata.	Заколь для ловли лососей.
	Löfskog.	Лиственный лес.
	Barrskog.	Хвойный лес.
	Blandskog.	Смешанный лес.
	Fiskodlingsanstalt.	Учреждение для рыбоводства.
	Lapska grafvar.	Лапландские курганы.
	Kyrka.	Церковь.
	Farled.	Фарватеръ.
	Ruiner af ett järnbruk.	Развалины завода.
	Sägverk.	Лесопильня.
	Cellulosafabrik.	Фабрика Целюлозы.

TURISTKARTA
öfver reserouten
Kajana-Uleåborg.
SUOMI-FINLAND.

TOURIST MAP
for the Route
Kajana-Uleåborg.
SUOMI-FINLAND.

TOURISTENKARTE
der Route von
Kajana nach Uleåborg.
SUOMI-FINLAND

Карта для путешествія
отъ Каяны до Улеаборга.
Улеаборгской губерній.
Суоми-Финляндія.



ULEÅBORG 1920,
O.-Y. KIRJOLA A.-B:s BOKTRYCKERI.
